SIX DOLLARS, PER QUARTER

Banks.

AUTHORISED CAPITAL£2,000,000. PAID-UP CAPITAL

Registered Office, 40, THREADNEEDLE STREET,

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES."

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per Cent. per Annum.

ON CURRENT DEPOSIT ACCOUNTS

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$7,500,000, RESERVE FUND 4,000,000. PROPRIETORS 7,500,000.

CHAIRMAN-Hon. JOHN BELL-IRVING. DEPUTY CHAIRMAN-W. H. FORBES, Erq. C.D. BOTTOMLEY, Esq. | S.C.MICHAELSEN, Esq. W. G. BRODIE, Esq. J. S. MOSES, Esq. H. L. DALRYMPLE, Esq. L. POESNECKER, Esq. J. F. HOLLIDAY, Esq. N. A. SIEBS, Esq. B. LAYTON, Esq.

SHANGHAI-EWEN CAMERON, Esq. LONDON BANKERS-LONDON AND COUNTY BANK.

HONGKONG-INTEREST ALLOWED. N CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 3 per Cent. per Annum. For 6 months, 4 per Cent. per Annum. For 12 months, 5 per Cent. per Annum. LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and Ex HANGE business transacted. DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongleong, 4th September, 1888.

RULES OF THE

CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10'to 3; SATURDAYS, 10 to 1. in any one year.

their option transfer the same to the HONG-KONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest. 4-INTEREST at the rate of 31 % per

annum will be allowed to Depositors on their daily balances. 5.—EACH DEPOSITOR will be supplied gratis

about the beginning of January and beginning of July. 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG

7. -WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are

YOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, 1st September, 1887.

CHIPMASTERS AND ENGINEERS their arrival in this HARBOUR none of the COMPANYS FOREMEN should be at hand, OFFICE, No. 14. Prays Central, will receive

In the event of complaints being loan necessary, communication with the Undersigned is requested, when immediate stern willebe taken to rectify the cause of dissatisfactions

Hntimations.

ARE NOW SHOWING THEIR FIRST BATCH OF

NEW YEAR'S CARDS CHRISTMAS &

THE LEADING NOVELTIES OF WHICH CONSIST OF

(a.) -A Series of Beautifully painted panel Cards specially painted for us in Water Colours by CHINESE ARTISTS, depicting Chinese Social Life with suitable greetings in English and Chinese.

(b.)—CHISAI KAKEMONOS: A pair of Miniature Kakemonos, specially produced for us in Japan, enclosed in a characteristic native Card-board box with the season's greetings in English and Chinese. (c.)-A New Series of Grouped PHOTOGRAPHIC VIEWS of HONGKONG in Miniature, Mounted and Unmounted.

(d.)-A large collection of the newest and most ARTISTIC DESIGNS IN ENGLISH MANU. FACTURE, representing the very best productions of the best makers. (e.)—Our Stock of PRANG'S HIGHICLASS AMERICAN CARDS will arrive in about a fortnight, fully three weeks in advance of the latest Mail date required to reach home for

NOTE:-The English Mail of November 22nd is due in London on Christmas Eve.

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 19th October, 1888.

LANE, CRAWFORD & CO.

ARE NOW SHOWING THEIR NEW STOCKS OF

ENDERS. FIRE IRONS.

FIRE DOGS

DRAWING ROOM ASH PANS. COAL VASES.

FIRE SCREENS. NURSERY GUARDS

MANUFORM COX

Hongkong, 25th October, 1888.

THE

HALL&HOLTZ CO-OPERATIVE COMPANY, LIMITED.

AUTUMN AND WINTER SEASONS

New Goods in all **Bepartments**.

LATEST NOVELTIES.

EX ENGLISH, FRENCH, AND GERMAN MAILS.

NOW OPENING OUT.

NIEW AUTUMN and WINTER DRESS GOODS, SILKS, SATINS, PLUSHES, JERSEYS, SILK, CASHMERE, and LISLE THREAD HOSIERY, SUNSHADES, UMBRELLAS, TOWELS, BLANKETS, FLANNELS, QUILTS, LONG CLOTHS, TABLE LINENS, JAPANESE EMBROIDERY GOODS, SCREENS, TEA and COFFEE SETS, ELECTRO PLATED WARE, TRAVELLING TRUNKS, STATIONERY, &c., &c.

JUST LANDED. A splendid variety of SUITINGS and TROUSERINGS, the Largest, Choicest and most HONGKONG SAVINGS | Fashionable Stock ever imported into Hongkong.

SADDLERY DEPARTMENT.

PIGSKIN SADDLES (4 to 8lbs.), BRIDLES and BITS, SADDLE CLOTHS, SUITS of CLOTHING, WHIPS, CURRY COMBS, BRUSHES and all STABLE requisites.

NOTICE TO RIFLE AND ROWING CLUBS.

An immense stock of HANDSOME TROPHIES, Suitable for the above, Now on view at exceptionally LOW PRICES.

> THE HALL & HOLTZ CO-OP. CO., LD.

Hongkong, 25th October, 1888.

W. BREWER'S

CHRISTMAS AND NEW YEAR CARDS.

1.—The very beautiful Series of Hand Painted Silk Pictures mounted on gilt edge bevelled Cards with designs of Junks, Finrickshas, Sampans Grotesque Kiles, Eastern Fruits and Flowers and Illustrations of Habits and Customs of the people among which we live, with appropriate Christmas and New Years Mottoes. 2.—An entirely New Series of beautifully designed Autograph Cards in variety of shapes, such

as Tennis Bats, Old Shoes, Oyster Shells, Yachts, all to open and display most artistic work. 3.—Prang's very handsome American Cards in boxes. 4-Most beautiful Etched and Monotint Cards in boxes of one dozen, very cheap and Artistic.

5.—Cheap Cards for children 5 cents each a great variety. And the very popular Pidgin English Sing Song Cards in the old and new forms.
Altogether forming the best Collection of Cards ever shewn in the East and the prices extremely reasonable.

LETTS' DIARIES, NORTH CHINA DATE BLOCKS. W. BREWER,

Hongkong, 17th October, 1888.

UNDER HONGKONG HOTEL

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

TALL SILK HATS. 1 Drab Felt Hats. Black, Brown Drab and Grey Hard Felt Hats. Teral and other Soft Felts. Tweed Hats and Cans in New

Straw Hats and Pith Hats. over too to choose from. ravelling Rugs, and Scotch

Houghong Bind Pabruary, 1888

Over Costings, Light & Heavy. Ulster Tweeds. Fine Black Diagonal & Corkscrew for Dress Suits. Black, Blue and Brown: Fancy and Diagonal Coatings. Fancy & Check Tweed Suitings

Unshrinkable Flannel.

Solid Leather Portmantenus.

Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes. Winter, Medium and Summer Under Vests and Pants. Silk Half-Hose, Black, Navy- Praya Central. and Colors. Lamb's Wool Merino and Lista Thread Half-Hose. White Dress Shirts. Lacing & Elastic-side Walking

will leave for the above places on SUNDAY, ROBT. LANG & CO.

carried on under the name and style of

ROM the 1st November, 1888, until further notice, my Business at Hoihow will be

Potices of Firms.

NOTICE.

BRUCE & Co. R. E. BRUCE. Hoihow, 28th October, 1888.

Consignees.

"SHIRE" LINE OF. STEAMERS. NOTICE TO CONSIGNEES.

STEAMSHIP "PEMBROKESHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

ONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 6th prox., will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co.,

Hongkong, 31st October, 1888. OCCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY. NOTICE. CONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHS. D. HARMAN, Hongkong, 30th October, 1888.

Shipping.

STEAMERS.

STEAM TO STRAITS AND BOMBAY. THE P. & O. S. N. Co.'s Steamship

"DECCAN" will leave for the above places on SATURDAY, the 3rd November, at Noon, instead of as previously advertised.

E. L. WOODIN, Superintendent. Hongkong, 31st October, 1888,

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED. FOR BANGKOK (DIRECT). THE Company's Steamship

'KONG BENG." Captain R. Jones, will be despatched for the above Port, on SUNDAY, the 4th November, at

For Freight or Passage; apply to YUEN FAT HONG,

Hongkong, 31st October, 1888.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE. (Calling at PORT' DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &C.)

THE Steamship "CATTERTHUN," Captain Darke, will be despatched for the above Ports, on MONDAY, the 5th November, at

For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, 30th October, 1888. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA. THE Company's Steamship

Captain Jackson, will be despatched as above, on TUESDAY, the 6th November, at 3 P.M. This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 30th October, 1888.

NAVIGATION COMPANY. STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISL

AND TRIESTE. (Taking Cargo at through rates to CALCUTIA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS). THE Company's Steamship

"ELEKTRA," will be despatched as above on SATURDAY, the 10th of November, at NOON. For further Particulars regarding Freight and Passage, apply to the Agency of the Company, O. BACHRACH

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE. (Passing Through The Inland Sea.) THE P. & O. S. N. Co.'s Steamship

Hongkong, 30th October, 1888.

the 11th November, at DAYLIGHT. Superiotendent.

Shipping.

SAILING VESSELS.

FOR SAN FRANCISCO. THE 3/3 A. I. I. American Ship

"GREAT ADMIRAL" F. Rowell, Master, will load here for the bove Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, 18th September, 1888

FOR NEW YORK. THE 3/3 L. I. I. American Ship "LEADING WIND,"

Hinckley, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, 13th October, 1888.

FOR NEW YORK. THE 3/3 L. I. I. Norwegian Bark

"ISABEL," Howe, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co. Hongkong, 13th October, 1888.

FOR NEW YORK. THE 3/3 L. I. I. American Ship "RAPHAEL,"

despatch. For Freight, apply to PUSTAU & Co.

FOR NEW YORK. THE British Bark

will have quick despatch for the above Port. For Freight, apply to ARNHOLD, KARBERG & Co., Agents for Charterers.

Mails.

STEAM FOR SINGAPORE. PENANG. COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;

BOMBAY, MADRAS, CALCUTTA AND

GULY PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON. THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship via KOBE and YOKOHAMA, on THURSDAY, "SURAT," Captain F. Speck, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, the November, at NOON.

Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing. Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than

The Contents and Value of Packages are re-

quired to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's

Superintendent. P. & O. S. N. Co.'s Office,

Hongkong, 26th October, 1888 U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVER-LAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN

FRANCISCO. THE U.S. Mail Steamship

"CITY OF NEW YORK" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 17th November, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to England,

of Steamers. First-class Fares granted as follows: To San Francisco.....\$200.00 To San Francisco and return, available for 6 months......

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on

Passengers, who have paid full fare, re-embark ing at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; PASSENGERS, SPECIE and CARGO, will all Parcel Packages should be marked to address in full; value of same is required. tined to Points beyond San Francisco, in the Specie and Parcels until 3 p.m., on the 24th of United States, should be sent to the Company's November, 1888. (Parcels are not to be sent on Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

Hougkong 27th October, 1888,

Mails

OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND

EUROPE : THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC" will be despatched for San Francisco, via Vokohama, on WEDNESDAY, the 7th Novem-

ber, at THREE P.M. Connection will be made at Yokohama with teamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day

previous to sailing. First-class Fares granted as follows: To San Francisco.....\$200.00

To San Francisco and return, To Liverpool 325.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a liscount of to per cent. This allowance does

not apply to through fares from China and Japan to Europe. Consular Invoices to accompany Cargo desined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hongkong, 17th October, 1888.

CANADIAN PACIFIC STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO

JAPAN, CANADA, THE UNITED

STATES AND EUROPE, THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING

RAILWAY LINES & STEAMERS.

THE British Steamship 2,553 Tons Register, Auld, Commander, will be despatched for VANCOUVER, B.C.,

the 15th November, at THREE PART was To be followed by the S.S. "PARTHIA," on 13th December, and S.S. "ABYSSINIA" on 10th January. Connection will be made at Yokohama with

Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamship Company and other Steamers. Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows:— To Vancouver and Victoria...(Mex.)\$160.00 To San Francisco...... 175.00 To all Common Points in Canada } 230,00

To Liverpool 300.00 To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver. B.C. Freight will be received on board until 4 P.M. on the 14th November. All Parcels must be sent to our Office and

should be marked to address in full; and the sam, will be received by us until g P.M. the day previous to sailing. For information as to Passage or Freight,

Hongkong, 25th October, 1888.

ADAMSON, BELL & Co.,

NORDDEUTSCHER LLOYD NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAM-BURG, FORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

CONTROL OF THE ALSO,

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

,B .- Cargo can be taken on through Bills of Lading for the principal places in

ON SUNDAY, the 25th day of November 1888, at 10 A.M., the Company's Steamship "SACHSEN," Captain von Gössel, with MAILS, leave this Port as above, calling at GENOA. ress in full; value of same is required.

Shipping Orders will be granted till Noon,
Consular Invoices to accompany Cargo des Cargo will be received on board until 4 p.m. board; they must be left at the Admick's Office) Contents and Value of Packages are required. //
The Steamer has splendid Accommodation and carries a Doctor and Stewardess For further particulars, apply to

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

on application.

2 per Cent. per Annum on the Daily Balance.

advantageous terms.

HONGKONG BRANCH.

COURT OF DIRECTORS :-

E. A. SOLOMON, Esq. CHIEF MANAGER. HONGKONG-THOMAS JACKSON, Esq. MANAGER.

BANK. 1.-THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING

2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at

with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year,

SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

NOTICE. HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

are respectfully informed that, if upon ORDERS FOR REPAIRS, Meet to the HEAD prompt attention.

Silk Umbrellas from \$5 cach. A large assortment of Walking French Printed Shirtings. Waterproof Coats, Leggings & Ready Made Ulsters in Stock.

Checks and Plain. White and Fancy Vestings.

Trouscrings in great variety of Stripes, Checks and Plain. Cricketing Flannel, Stripes

Boots and Shoes. Shooting Boots, Rubber Boots. Patent Leather Boots & Shoes. Dancing Pumps, all sizes. Large Stock of Scaris, Ties, Handkerchiefs, Braces, &c.

Hongkong, 21st October, 1885,

Harkness, Master, shortly expected, will load here for the above Port, and will have quick

Hongkong, 13th October, 1888. "CARRIER DOVE," Durkee, Master, having only a limited space left,

Hongkong, 25th October, 1888.

N.B .- CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN

Cargo will be received on board until 4 P.M.

by the direct route via Colombo. For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STRAM NAVIGATION COMPANY'S Cifice, Hong-

Black Bills of Lading. E. L. WOODIN,

France, and Germany by all trans-Atlantic lines AUSTRO-HUNGARIAN LLOYD'S STEAM To London..... 330.00

Freight will be received on board until 4 P.M.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50 A. Queen's Road Central: C. D. HARMAN.

Untimations.

A. S. WATSON & CO., LTD. WE HAVE NOW IN STOCK THE FOLLOWING C I G A R S MARIA CRISTINAS,

PERLA DEL ORIENTE, Londres. Schoritas.

NUEVO HABANO in 500 and 100 Boxes. NUEVO CORTADOS in 500 and 100 Boxes.

Flor de la Isabela, Princesas, Entractos, Orientales and Isabelas.

Imperiales, Cazadores, Imperiales, Exceptionales Prensados, Principes, Cortaditos, Señoritas, Marquesitos, Flor de Prensados, Paquitos, Regalia Britanica, Regalia Inglesa, Chiquitos, Brevitos,

BOUQUETS DE WATSON. SWEET CAPORAL and OLD JUDGE CIGARETTES.,

A. S. WATSON & Co., Ltd. THE HONGKONG DISPENSARY, Hongkong, 20th October, 1888.

MARRIAGES. On the 1st November, at St. John's Cathedral, Hongkong, by "the Rev. W. Jennings, M.A., Colonial Chaplain, MONTAGUE BEART, to RACHEL SAMUEL

On the 25th September, at Blackheath, CLEMENT, son of the late N. B. Palmer, of Gt. Yarmouth, to MARY, daughter of Alexander 1, Aberdeen Terrace, Blackheath, Young. London. 1104

HONGKONG, THURSDAY, NOVEMBER 1, 1888.

THE bare-faced impudence of the China

Muil has long been notorious. And its facility for deliberate perversion of the truth has for all time stood unrivalled in this colony. About a fortnight ago our religiously conducted contemporary contained a lengthy and sensational repor regarding the alleged arbitrary and highhanded conduct of the Manila authorities in arresting (?) Mr. G. H. Townsend, the acting agent of the Hongkong and Shanghai Banking Corporation at that port. And last night it refers with true missionary gusto to some observations made by the Singapore Free Press on the concoction of idiotic exaggerations presented by the China Mail to its celebrated 'one reader.' It is scarcely necessary to say that the evening rag's report of what occurred in Manila with reference to the Acting Agent of the Hongkong and Shanghai Bank was tissue of mischievous falsehoods; the incident of which so much was made was in reality so paltry, that, although fully cognisant of what had occurred, we did not even think it worth while to report it. But when the Manila Government is grossly maligned, and the interests of the Shanghai Bank in that city are seriously imperilled by these erratic flights of the China Mail's tortured imagination, it is high time to place the actual truth before the public. And that can be done in a very few words. It has been the custom of the Shanghai

Bank in Manila to issue to its constituents in Amoy, Cuba, and elsewhere, ordinary bank cheques, payable either to bearer or to order, instead of the usual stamped drafts or bills of exchange. This practice, it is stated, is contrary to Spanish law, and when it became known to the Manila authorities—by the treachery of an exemploye of the Bank who had been most liberally treated on leaving the servicethey, of course, had no option but to take legal steps in the matter. And the steps they took were in no way offensive, nor lacking in consideration either to the Hongkong and Shanghai Bank or to its Acting Agent. Had the agent of a foreign corporation in this colony been charged with defrauding the public revenue, he would at once have been sent to gaol, and probably without the option of bail. This was the offence alleged to have been committed by the Hongkong and Shanghai Bank in Manila, and what did the Spanish authorities do ?. Why, they merely asked Mr. Townsend to consider himself under arrest, in his own house, until the matter was thoroughly investigated. All the twaddle in the China Mail about official rudeness, threats to send Mr. Townsknp to prison, etc., etc., is utterly devoid of foundation. The Bank's responsible representative was treated most courteously, and although, as a British subject, he naturally felt his awkward position and considered that an indignity had been placed upon him, nothing actually occurred to which any particular exception could fairly be taken. The charge made against the Bank was a most serious one, and we are quite Townskyp in Mania, He would have been summarily placed under arrest, not in his own apartments but in a cell in Victoria Gaol. Where then was the cause for al the sensational garbage published by the China Mail and religiously copled as pure | next issue

gospel by that wonderful paper's exchanges in Shanghai, Yokohama, and Singapore? There was actually no cause whatever, and nobody knows it better than the Chief Manager of the Hongkong and Shanghai Bank in this colony, who has not hesitated to call the China Mail's report by its right.

Naturally the foreign residents in Manila unanimously resented the action of the Spanish authorities towards Mr. Townsend; although it is perfectly plain that they had no real justification for taking any offence. Still their esprit de corps is to be commended, especially as Manila has unfortunately anything but a satisfactory record as regards its official treatment of foreign merchants and foreigners generally. Mr. Townsend was subjected to no actual indignity, but rather, on the contrary, was treated with most exceptional courtesy. And when he was released from nominal arrest the Spanish officials were among the first to express their regret for what had taken place, although they had, as a matter of fact, no option in the unfortunate business. At the complimentary dinner given to Mr. Townsund by the foreign residents of Manila there were numbers of Spanish officials present, and we learn on the best authority that nothing was left undone by the Government to atone for the unfortunate consequences of a disagreeable duty. Why then, we again ask, should dissension be created between the Manila authorities and the foreign traders in that port, through the malicious who long ago placed himself outside the pale of honorable journalism? Can anyone doubt the effect that the China Mail's lying report, copied by other papers in the Far East and actually sent to England as a truthful record, would have when brought under the notice of the Governor of Manila and the other officials who had gone so far beyond ordinary procedure in their desire to show the representative of the great Hongkong Bank all possible consideration and kindly courtesy? These officers would naturally conclude that it had been "inspired" by the Bank management, question. and the almost certain result would be an opposition, in a place where effective

We have purposely refrained from dealing with the alleged offence for which Mr. Township got into temporary trouble with the Manila Government; as we cannot pretend to know whether or not it is contrary to Spanish law. Had it occurred in this colony there cannot be the | the value of the Imports and Exports of the least doubt what would have been the result. But we are quite confident that the merits of the case will be fairly considered and justly decided by the Manila authorities; and welfurther believe that both the Court of Directors and the Chief Manager of the Hongkong and Shanghai Banking Corporation are opinion that no serious exception can be taken to the proceedings about which so much has been foolishly said and written

official opposition of one sort or another

Bank's future prospects.

LOCAL AND GENERAL

A SPANISH drama entitled "El anillo de yerro," "The Iron Ring," is being performed in Manila with great success.

THE Russian cruiser Rynda, Captain S. Avellan, arrived this morning from Shanghai, and exchanged salutes with H.M.S. Victor Emanual and the port.

WHITFRILD Police Station, which has been descried since June on account of the prevalence of fever in the district, was re-occupied by a force of sixteen men this morning.

An Emergency meeting of Zetland Lodge, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.3 for 9 o'clock precisely, Visiting brethren are cordially invited.

WE observe that Mr. J. R. M. Smith arrived at Bangkok from Singapore on October 17th for the purpose of opening a branch of the Hong. kong and Shanghai Hank at that port. Advance Hongkong.

lady's private residence; the marauders retired their number, who fell into the grip of the guardians of the law.

FOR having a number of packages of contraband goods on board-50 packages of sulphur, to wit -on October 19th, the popular river steamer and payment of the damage. Powan, belonging to the Hongkong, Canton and Macao Steamboat Company, Limited, has been prohibited by the Canton Customs from running between here and Canton. This decision, we understand, comes direct from the Inspector General of Customs at Peking. It was intended to replace the Rowas on the river certain that had a Spaniard in Hongkong | night service by the Kiukiang, the former vessel been in the same position occupied by Mr. | relieving the latter on the Macao route; but a venient fringing of the changes will not be

A MAN may be a bad egg, but he's all right till

THE temporary market on the Praya is now finished, and nearly 200 stalls will be opened next week. At Hungham, we note, the authorities took the hint, and finished the markets them-

THE Manila Comercio says that Signor Chiarini and his popular Circus company are expected in that city from Singapore and Bangkok. letter had been received from a member of the Company conveying this information.

WIFE-John, dear, if it should be my misfortune to die before you do, do you think you would marry again? Husband-Well, I dunno, my love. Until it comes to him, no man can tell how he would be able to stand prosperity.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship Batavia left Shanghai for this port yesterday at 5 p.m., and the steamship Parthia lest Vancouver on the 26th ulto. for Japan and China,

"AH, it fills my heart with joy," said a country minister as the last note of the organ died away, "to see so many strangers' among us this beautiful Sabbath morning. The Good Book says: 'He was a stranger, and I took him in The collection will now be taken up."

THE Yokohama St. Andrew's Society intend having a number one celebration this year. They wanted Sergeant Mann to go up and play the bag pipes, offering him a handsome sum over his expenses. As he is unable to go it is probable that a braw Scotty from the Docks will accept.

THE steam launch business between Hongkons and the interior of the Southern Provinces misrepresentations of a newspaper scribe | developing, under the auspices of the Canton Government, and we note that one of our mos enterprising Chinese citizens has lately placed steam launch on the berth daily between Hongkong and Tai-ping in the Tung-kun district, about a dozen miles above the Bogue forts.

> POLITICS vs. Love-She (blushing)-What did papa say last night, George, when you went gain his consent to woo and win me? (somewhat embarrassed)-Well-er-to tell the truth, Clara, in some way we got to discussing politics and I forgot all about the other matter. Ah, darling, are you sure that you will always love me as you do now? She (coldly)—I beg o you, Mr. Sampson, let us, talk about the Tariff

Crow won't cat crow, but a son of the clan McDonald doesn't let a little thing like similarity of names trouble him. P.C. of that ilk ran in is so easy, likely to greatly prejudice the William McDonald, loafer, last 'night, for being badly drunk and "on his muscle." He was in Wellington Street, asking for John L. Sullivan to stand forth, and before he knew where he was he was run up Pottinger Street so quickly the he couldn't breathe. He was let off with a caution, this forenoon.

> THE Manila Government Gazette publishes four principle parts in the Philippine Islands from January to August of the current year. The following are the respective totals ! Imports:-Manila-\$10,212,869; Iloilo-\$2,491,685,50; Cebú-\$424.304.60; Zamboanga-\$465.70. Exports:-Manila-\$13,309,431; Iloilo \$2,420,447; Cebú-\$1,730,190; Zamboanga-\$995. The grand totals are: Imports, \$13,129,324.50 Exports, \$17,461,063.

THE dignity of the Supreme Court was severely wrestled with this morning. An unintelligible appeal case was being argued before a full bench of grave (acting) judges, whilst right opposite sat our cousin the King of Siam, with his titles set forth in a big round hand on an old street almanack which, with a lot of Mother Siegel's Almanacks, hung on Tis breast. His Majesty evinced much interest in the various arguments and apparently forgot all about the four million dollars owing to him by the Government.

OUR Macao correspondent informs us that the festivities in celebration of the King of Portugal's birth-day were held yesterday in the Holy City in the usual style. The forts fired a salute of 21 guns at noon, and a great deal of illumination was indulged in at night, several groups of drunken soldiers parading the streets and enlivening the dulness of the land of Cambes with riotous and obscene songs. The patriotic Lusitanian minority of Hongkong, numbering 38, all told colebrated their King's anniversary by a banquet at the Lusitano Club, when his Majesty's health was drunk with the usual musical honours.

No less than five badly used-up Europeans various times this morning, Two-a soldier and a man-of-war's man,-were charged on fifteen counts with getting drunk, breaking a MANILA papers to hand report an armed attack | ricksha, and assaulting a Sikh. The unfortunate | contributed much more than \$5,000. Against when the Police were sent for, but minus one of the felonious Feringhee in, but to his astonish scriptions gave \$5.454, so that actually they gave ment the man who was being robbed set and sorry that they got off with a fine of a dellar | forward to-the Grand Stand was not in a

VITTONS /

THE overflow from the Tytam reservoir was course would give a good deal of trouble, and turned into the tunnel last night, and the con- in future a great deal of expense would be luit is now filling. Most of the service pipes ire now laid and to-morrow the Albany tank will probably be full, the supply being available

published a report from Li Hung-chang in which he remarks that the ironclads and steel vessels which have been procured for the Northern squadron are too large and draw too much water o allow of their entering the Tientsin River. It became necessary therefore to find some other mitable place for docking them, and Port Arthur was selected as possessing the most natural situation for the purpose. The one great drawback to it was the narrowness of the entrance and the silting bottom, which rendered excavation on a large scale an indispensable necessity for facilitating the anchorage and movement of vessels. Dredging machines have been at work for some time, and much trouble has been taken to clear out the harbour; but to prevent its being blocked up again it is necessary that the mud should be carried right out to sea. Hitherto, only one small launch, the Li Shun, has been available for this service, but recently the Taku dockyard was ordered to construct a new 'screw steamer named the Ya Shun for towing purposes. The new vessel was to be 320 Chinese feet long and 20 feet broad and was to be of steel plates and the deck of pumelo, wood. She was to have 3 boilers and a complete set of compound engines; her horse power was to be 350, and her speed 12 knots an hour. In case of need she could be converted into a gun-vessel and could be employed in laying down torpedoes. She carried two sampans and a small steam-launch, and her gear and fittings were complete in every respect. Exclusive of the wages of the workmen, which were paid from the dock-yard funds, the total cost of the materials used in her construction amounted to a fraction over Tls. 34,106. Six iron lighters were built separately for the same work at a cost of Tls. 39 427. The annual expenditure of the vessel for coal, oil repairs, etc., will be a variable quantity which it is impossible to fix beforehand. Her complement consists of 20 officers and men, drawing a total monthly allowance of Tis. 414. As the engines were of entirely new design, it was deemed advisable to engage a foreign engineer named Makeng (Malcolm) for a period of three months to give directions as to the proper mode, of working them. He received a salary of Tls. 280 a month, and was to be got rid of at the end of the three months. The time has already expired, and he has been sent away.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Hon. J. Russell, Acting Chief Justice, and Mr. A. J. Leach, Acting Puisne Judge.)

DANBY AND LFIGH v. HONGKONG HOTEL COMPANY, LIMITED.

This was an appeal from the judgment of the Acting Chief Justice given in Chambers on the 18th inst., when the plaintiffs app'ied for leave to withdraw from a suit which they had instituted for the recovery of between \$14,000 and \$15,000. from the plaintiffs. In 1885 the plaintiffs contracted to supply furniture and fittings to the descridants, and after doing so were asked to produce receipted vouchers from the firm they had got the goods from. Some litigation ensued, at which part of the vouchers were produced, and they received the award by arbitration, subject to the production of the vouchers. His lordship refused leave to with draw for the purpose of instituting a fresh suit, and gave costs to the defendant company-Mr. Francis, Q.C., (instructed by Messrs, Caldwell and Wilkinson) appeared for the plaintiffs, and the Attorney General (instructed by Messrs, Wotton and Deacon) represented the defendants. After lengthy legal arguments on each side, which nobody would care to read, their lordships deserred judgment.

MEETING OF THE JOCKEY CZUB

.The best attended annual meeting which the Jockey Club has had for some years was held this afternoon at the Hongkong Hotel, Over fifty members were present, and Mr. W. H. Forbes was voted to the chair.

The Chairman proposed that the accounts be

Major Tripp desired to say a few words upon the accounts before that was done. This year, they would see, there was a balance on the credit side, which had not been the case for several years. They had \$655 to the good which was principally due to the large number trembled under the stern gaze of Mr. Pollock at | of entries and nominations at the last meeting, the total amounting to \$6.655, of which a considerable proportion was contributed by Mr. Sassoon. In former years the entries had not Indian found one of them borrowing a ricksha | that, in stakes and prizes they had given away fare out of the other's pockets, and wanted to run \$6,333. The year, before the entries and subaway \$1,100 more than they received. He on him, and it was only after a few rickshas had | thought he might say, on that subject, that he been smashed that enough of the foorce! to thought they had given too much. ("No, no.") save his life came down. They looked so thirsty | The Club had a good deal of expense to look condition to stand much longer, as it was getting pretty shaky, and if they gave away much more THE Race-course was formally opened this | the Club would find themselves in the wrong morning for the training season of 1888-1889; box. There was no doubt that the Ball took There was, as usual, a fairly large turn-out of away a good deal of their money, too ; they memb vs of the Jockey Club and others interested | would see that last year they received \$575 in in racing, the energetic Clerk of the Course being subscriptions, and it cost \$1,742, that was one of the first to put in an appearance. Nearly \$1,200 out of the funds. The Ball was an fifty horses and ponies were walking about in old established institution, and he supposed they the enclosure, but no real work was attempted, | could not get rid of it, but still it was a telegram from Canton informs us that this con- the training track being quite until for use. heavy expense. As far as the course was concerned We have no desire to indulge in any useless the only things that had been renewed and permitted. At the time of writing we have not "crosking," but so far as we can see at present, not paid for were the latrines. As they were heard reliably whether or not the Kinking has most of the training this season will have to be aware, the Government had raised the course proceeded to Canton this evening. We propose done on the race course—the training track and every endeavor had been made to get it in dealing with this subject at some length in our being unsafe to gallop over, nous proper order for the Races, The running course would be ready, but he was afraid the training

neurred in getting it in order. The Club Had done very well this year; better, he was afraid, than they would next.

Mr. Fraser-Smith :- I don't quite agree with what Major Tripp has said about the Club IN the Peking Gazette of the 12th October is having given too much in prizes; on the contrary I think the more encouragement that is given to owners better fields and larger entries will result. I am also quite certain that any appeal to the many millionaires the Colony can boast of will be responded to generously. I think that is a field which might be operated on more extensively for racing prizes. At the same time I quite endorse what my friend has said about the Ball; it appears to me a most scandalous thing that we should lose a matter of \$1200 over it yearly, and I would suggest-though of course it rests with the Stewards -that we raise the subscription from \$5 to \$10. No gentleman who wants to go to a ball cares much whether he pays \$5 or Sto, but it makes a very material difference on the credit side of the Jockey Club balance sheet. And now I have much pleasure in seconding the adoption of the report; as far as I can gather the affairs of the Club have been most economically managed for which our thanks are mainly due to Major Tripp, who is certainly one of the most energetic sportsmen in the colony ("Hear, hear"): But I would just suggest that instead of reducing the prizes he should try to get some of his many wealthy friends to give an extra Cup or two-1 think that would have a very good effect.

The report was then unanimously adopted. Mr. Fraser-Smith :- Before proceeding to the election of the Stewards I beg to propose that a vote of thanks be given to those gentlemen who have so ably fulfilled the duties for the past year. ("Hear, hear.") I think it speaks well for the stability of racing in this Colony when we find men like Mr. Forbes, Mr. Ryrie, Mr. Bell-Irving, and others, conducting its affairs to stand the voyage. It is well known that year after year; they have done so for many years and I think that as long as they continue | long been Li Hung-chang's ambition, and now to hold the position, racing in Hongkong will supported with his new fleet and newly-dubbed prosper. At the same time, before the vote of English Admiral, the dazzling sight of the thanks is accorded, I must take this opportunity | Bismarck of thina surrounded by his Northern of expressing a hope that the Stewards next year toadies (men who were actually jealous of will be a little more strict in reference to carry, single-minded Gordon and were instrumental in out the laws of racing. It must have been frustrating him the last time he visited China) apparent to-many gentlemen-it certainly was is more easy to imagine than to describe. to me-hat at the last meeting many things. When this galaxy of intellect arrives I promise took place which should have been investigated to send for a capable artist to portray them in by the Stewards. I am not prepared to make any your first local issue of "Vanity Fair." definite charges against anyone, but I think it was very clear that there were some cases of in-and-out running which should have been enquired into, It is to the interests of racing in the Colony that it should be pure—that we should have no shady business to degrade racing amongst gentlemen. We are amateurs—we are supposed to be gentlemen-and if racing is not honorably Sir Robert Hart has again, entre nous, shown conducted the sport will very soon go himself a good chess player by this clever move. to the wall. There were certain races The great "I.G." has met the recent judgment in last meeting in which the running was the Consular Court at this port by "castling his" so directly opposed that it could only lead King" and now the real game is about to to one inference—what that inference is I commence. All I say now in reference to this need not say—it must be apparent to everyone. new case is that if the Company incurs serious there is the slightest sign of in-and-out running, their part, for in the particularly candid manner. and where there are good grounds for suspicion, it in which Mr. Deputy Commissioner Spinney should be investigated. We have had in Eng- | conducted his cross-examination of the last land lately prominent cases of the same kind; witness in the Fatshan officer he showed noblemen and gentlemen have been arraigned the Steamboat Company where the Customs before the Jockey Club, and one of them-Lord | clearly thought they were to blame and Ailesbury-was warned off the course, as he the spot where they should set their house deserved, as a scoundrel and blackguard; in order. To me it was certainly the most There is no reason why anyone who is guilty. of the same dishonesty here should not be dealt with similarly. I will not make any personal allusions—I leave the cases I refer to to the good sense of the members-but if called upon to make definite charges I should not hesitate to do it, and I should have no difficulty.

law. I beg to propose a vote of thanks to the Stewards (Applause). Mr. L. Mendel seconded, and it was accorded Major Tripp said that he was not very well up in the rules of the turf, but he thought that before the Stewards could take any notice of any irregularity it must be brought before their notice by a member of the Club.

in proving them. I have been racing, on and

off, for a good many years, -I hope I shall con-

tinue to do so, -and my object has been, and I

hope the object of every one else will be, to race

straight. If anything shady should happen

next meeting I hope the Stewards will exercise

their prerogative and deal with it according to

Mr. Fraser-Smith :- Oh no : you are quite Major Tripp then read the names of the retiring Stewards, adding that Mr. Chater would

soon be back again, and expressing regret at the loss of their Clerk of Scales, Mr. Hoppius." The following stewards were then elected: Hon. P. Ryrie, Hon. C. P. Chater, Hon. J. Bell. Irving, Messrs. W. H. Forbes, J. Grant, M. Grote, T. Jackson, E. L. Woodin, R. M. Gray, and G. S. Coxon.

Major Tripp moved a vote of thanks to the Chairman.

Mr. Mendel, in seconding, suggested that the Challenge Cup be raced for on the second day instead of the third, so that they would have a crack race each day. At present the ponics often ran in that race and afterwards for the Champions the same day,

Mr. Fraser-Smith also suggested that subscrip tion griffins should not be forced to enter for the Challenge Cup and Champions. They were ponies that had no chance whatever for these races, the forced entry was simply an unfair tax, and he believed that nine out of every ten owners preferred to have it optional. (hear, hear, The meeting then terminated.

VICTORIA RECREATION CLUB,

The preliminary arrangements for the forthcoming Regatta, such as selecting the crews settling days for practice, etc., were concluded at a meeting held last night. The following days have been decided on for practice; Monday, chow unless bolder counsels prevail and another, International crows ; Tuesday, American Cup Wednesday, Chairman's Cup; Thursday, Danish Cup ; Friday, German Cup ; Saturday, Open

The following are the crews chosen by ballot for the American and Chairman's Cups AMERICAN CUP.

> Taylor (bow)... Ough. Prietricksin. F, Shephard (etr. Travers.

No. 1. CHAIRMAN	
Duer (bow). Little Metcalfe. Bramwell (str.)	No. 9. F. Shopherd (bow Findericks, Melcherk, Findericks (str.)
An. 4. Götz (bow), Phillippo, Jameson, Ellis (atr.)	Duncan (bow), Nygard, Rockfort, Nielsen (str.)
Nos. Legge (bow). Melbyo. Husch. Skott (str.)	No. 6. Trayers (bow), Simmonds, Friericksen, F Shepheni (str.)

(FROM OUR CORRESPONDENT.)

CANTON, 31st October, 1888. The Viceroy attended the military examinations at daylight on Sunday last, when some of hose medizeval exercises and antics still so fondly clung to by the Chinese military rulers were indulged in, apparently much to His Excellency's satisfaction. At about to a.m., however, a telegram from Peking was delivered at the Viceroy's tent, which, after, perusal, so affected His Excellency that he called for his chair to be brought immediately, and was there and then conveyed to the Yamen, where he remained in seclusion the whole day.

Dame Rumour, perhaps more skittish in China than elsewhere, has been trying to assign a reason for the "sickly smile," a la Mark Twain, which was so apparent on the Viceroy's classical countenance after reading the missive above referred to. Some say it was the sign of the beginning of the end of the little game of "bluff". His Excellency has so long indulged in with so much success at Canton. Others again are of opinion that some high dignitary at Peking has either ascended or descended in the "Dragon chariot," but be it as it may, I merely chronicle the fact, and leave old Father Time to give the true explanation of the occurrence.

The rumour of Li Hung-chang's coming South after the Chinese new year is most probably correct, although not as Viceroy of the Two Kwangs, which would be infra dlg. (as he is Guardian of the Throne er officio, and Superintendent of the Northern provinces), but as Special Imperial Commissioner, either by himself or accompanying Prince Ch'un, the Emperor's father, if the latter is well enough tour of the Southern seaboard ports has Shamien was knocked flat late yesterday

evening by the report that the Foreign Customs under instructions from the all powerful Inspector General, had stopped the running of the Steamboat Co.'s river steamer Powan on account of some bags of contraband goods, discovered amongst her cargo on the 19th October. would only suggest that in future, if loss, is cast it will show culpable stupidity on dangerous point he brought out, but what can you do with a Company which is so penny wise and pound foolish that they would sooner run the risk of diplomatic support to carry them through their contention than put their hands in their pockets to provide a few extra necessary hands at points clearly requiring them. No! satiated with big dividends (and drawing their own handsome "ser ws") the Directors can only see an economy in reducing their Captains' pay (which considering their responsibilities was already abnormally low) some \$50 pending behaviour to their satisfaction. This is an illegal action, for according to the law the pay of the master is inscribed on the ship's articles and he has to receive that amount. The Directors, by some of their many "informants" have been told this, and by a laughable side_issue_seek-to-evado-their responsibility. Such won't; however, hold water when it comes

> I am certain you will be glad to hear that that most courteous and gentiemanly of mandarins, Mr. Tsih-sih-yung, has receiveda Taotai's button from Peking. The Board of Rites, although recommended to bestow this di nity by the Viceroy four or five times, refused to give its sanction to the promotion on some technical ground that Mr. Tsih had not been in Peking beyond, I think, a short time for his partial education at the College there), but they lately withdrew their objection and this popular official is to be congratulated on his well-carned honois.

THE TIENTSIN-TONGSHAN

In our paper of the 13th October, says the Chinese Times we presented to our readers an account of the Vice-regal inspection of the first sectional line of Northern Chins, and we pointed out that it was eighty-one miles long, solid, welldesigned, well equipped yet economical, and that in excellence of construction, fine quality of the rolling stock, and powerful and swift engines, it would compare favourably with the majority of European and American railways.

The line must be regarded as a first section at present, as sooner or later-and the tendency of events begins to force upon the minds the Chinese statesmen the necessity of prompt decision-the iron road must be extended towards Shan-hai-kuan, and at no long time afterwards should stretch through Chineso Many churia towards the Amur valley vid Tsi-tais har in one direction, and in another to Hunge chun on the Corean frontier, and not remote from the Pacific coast, "On the reverse side it will perhaps soon be determined to extend towards the capital, with a temporary terminus at Tunga section of some one hundred and iwenty miles will connect the Imperial city or Tungchow with the provincial capital of Pacting Fu. For a further spread in a southerly or south-

westerly direction, beyond the limits of this province, probably China must wait awhile. upless some sudden and irresistible pressure of political or pational circumstances should force upon the relactant governing powers the necessity. of finding solutions for the many real and serious hindrances that bar the way of iron ford is the Empire. The provincial autonomies, often threatened, will certainly be attacked and destroyed whenever the Imperial Government finds itself endowed with the support of the people and strong enough to deal with the paurpations and abuses that have oppressed the nation ever docadence of looperal power that crept in and have grown ayer since the close of the

reign of Kang Hsi. The yested interests will be paralyzed, and in time of war, as since that now control the forces of the E pire, 1870 coal has been held to be contraband, the drawing their support as they do in the Chinese fleet could not depend on foreign virtual independence of central control, will supplies. Now the Tongshan collieries can make a strenuous opposition to the establishment desily supply 1,000 tons of good fuel dily, of a railway system. But a well-designed main delivered into steam lighters at the Tongku system of iron roads will be a potent and irresistible weapon if the Court can but wield it, that rendered independent of all supplies of fuel of will compel the restoration of the full and rightful foreign origin, and the ships can be furnished powers of the Imperial Government.

way section that now exists in vigorous life will the restitution of the controlling and directing functions of government that should be held by the Imperial councils, and it is to be hoped that the Howager Empress of Hien Fung will in the fulness of time see with her own eyes the accomplishment of the grand and Imperial project which it is believed was conceived by her soon after the death of the Emperor, and during the. evil times when the Empire was in the direst straits from foreign invasion and occupation, and the enormous strains of the most formidable rebellion that any Chinese Government has ever had to encounter. It is said that in these dark and almost hopeless hours the Imperial lady resolved to do all she could to retrieve the waning fortunes and faded glories of the dynasty, and in the accomplishment of her vast and patriotic design she had the unfailing support of the deceased Eastern Empress, a woman less bold, less ambitious, probably less able, but equally tenacious. The short railway now open must be the forcrunner of others, and if the inevitable extensions are well planned the end will be sure. The Imperial house will again hold full sway. the control of the army and navy will be regained with less difficulty than now exists, and a general unification of taxation, fiscal policy, coinage, weights and measures, &c., to be evolved out of the present chaotic conditions of things, will not only become possible, but will indeed be brought about by the natural operation of a railway system that will connect the provinces with the proper seat of supreme power, the capital. It now seems probable that the first extensions

to be arranged will be in the main determined by strategic considerations. The Empire is now threatened with imminent dangers on the Eastern side towards the Pacific, and the revolt of Corea against its suzerain, an imminent event for which many powerful influences are at work; and the most grave political complications that would follow such a deplorable and dangerous circumstance, would ere long affect the safety of Manchuria, the most important province of the Empire now and in the future, whether considered in strategic lights or with regard to political and dynastic conditions. The Imperial Government, and the Viceroy respectively, fully comprehend the urgency of safeguarding the precious territory, so that we deem it likely that before long orders will be given to survey and then construct at least two main iron roads, one towards the Amur, and the other to a point on the Corean frontier not far from the Pacific coast.

On these two designated routes the distances are great, the roads are bad and in rainy seasons not practicable to carry on an offensive or defensive campaign-eventualities the Imperial Government should now and henceforth steadily keep in view-so that unless the Chinese forces are afforded communications with practicable bases for military operations their disadvantage will be insuperable, and it cannot be denied that, on account of the conditions of distance, the nature of the seasons, the means, methods, and tediousness r of transport, only iron roads will serve. The great rivers are frozen for at least four months, out of the twelve, and by geographical position Russia possesses the dominating strategic positions so that her troops can enter the streams in steam vessels, an advantage denied to the Chinese, who cannot under any conditions hope to be able to put steam tran-Sungari. China will, therefore, in case of war or threatened or actual invasion, have depend on iron roads, and if at the critical time they do not exist in the case of struggle, first for ascendancy in Corea, and to rent. subsequently, as indeed must be the case for the holding of Manchuria, these two territories will be lost to her. If the defection of Corea is carried out, and the native plots and foreign in- at 4 P.M. trigues at Scoul have this plain end in view, Manchuria will be easily attacked on the two flanks, and without quick and certain communications a defensive struggle on the part of China would be carried on under enormous and overwhelming disadvantages against an enemy that has already the means by using steamers and barges on the Amur, and by the command of the Pacific -which at present China could not hold against a powerful and well disciplined fleet--and the certainty of Corean levies co-operating with the enemy in a land invasion. The vast and most precious territory from which the dynasty sprang, and the riches of which if developed might restore the financial equilibrium of the Empire, would assuredly be torn away.

These reflections, forced on us by the consideration of the evident drift of current events, would show our readers that although a single line of railway may for a while serve all the needs of traffic between Tientsin, Tongku, and Tonga'an, yet whenever a second section is stretched towards Shan-hai-kuan, considering all potentialities of the question, it will be best to provide for visible contingencies, and construct double line of rails from the Peiho bank at Tongku to Shan-hal-kuan, with sidings especially laid out for the transit of troops, munitions of war, and stores. It would be also desirable. from the first, to arrange adequate workshops at intervals in places secure from attack, and in these factories waggons and carriages should be built and locomotives fitted and repaired.

Considering that the first extensions of railways will naturally give anxiety on financial grounds to the Imperial Government, it is satisfactory to be well assured that the establishment of main lines in Manchuris, whose const uction is fast becoming not only urgent but absolutely necessary, will not involve the State in difficulty. By the testimony of all phservers, foreign and native, lines of iron roads acted as sole dealers in Canton for many years in that invaluable province, if made substantially and during this period our chop, by reason of and economically like the section described by us last week, there will be no loss but rather a the superior quality of the ingredients we employ steady and considerable profit to the Govern- as well as the first class character of our manument, as the produce of the fertile grounds whose clearance and cultivation increases yearly in area as the sturdy peasants of Shantung possess and till them, will find ready markets now obtained with difficulty and at excessive less of time and crushing charges our goods have been attempted, which has for long and hard transport along the infamous roads. The railway lines will also quickly render available for the profit of both the State and the population the enormous mineral riches. of the territory, riches of gold, copper, galens, iron, and coal. The outlays for the railway will, therefore, be productive, will not prove a source, of embarrassment to the Government, but, on the contrary, will be a profitable investment that will not only be of great advantage to national and Imperial interests but will enable the Empire to retain a firm hold on the Fire Crackers.

most noble province of all. In the meantime, one evident and most important advantage has been created for the Empire now that the Viceroy Li has founded the beginnings of a powerful fleet, that one day may, If care is given to its sound development or right principles, be useful for other than mercly defansive operations, the short section of com-pleted railway being already an indiapensable somplement to the State. Walnut coal the feet

during winter as well as throughout the summer For the logical development of the first rail- if the Vicercy Li should adopt the Danish plan of using an icebreaking ship, such as is employed assuredly, more than any other means, bring about in the winter on the bound to keep navigation clear from Copenhagen to Malmoe, and from Stockholm to Hango in Finland. Taku can thus be converted into an open winter port, and the Chinese fleet, by help of the railway would then always be sure of a full coal supply in espective of season.

Co-day's Advertisements.

FOR SHANGHAL THE Steamship

"PEKING."

Captain G. Heuermann, will be despatched for the above Port, on SATURDAY, the 3rd inst.,

· For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, 1st November, 1888. NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAL THE Company's Steamship

"SACHSEN," Captain C. von Gössel, will leave for the above

place TO-MORROW, the 2nd instant, by about For Freight or Passage, apply to MELCHERS & Co.,

Hongkong, 1st November, 1888.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM: TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER," Captain W. von Schuckmann, will leave for the above Ports, on SATURDAY, the 3rd instant, by about to A.M.

For Freight or Passage, apply to MELCHERS & Co., Hongkong, 1st November, 1888.

NORDDEUTSCHER LLOYD. NOTICE TO CONSIGNEES.

STEAMSHIP "SACHSEN," FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consiguees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloom, whence delivery Optional Cargo will be landed here in Hongsports or mobile armed flotillas on the Usuri or kong unless notice to the contrary be given before 3 P.M., TO-DAY, the 1st instant. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on WEDNESDAY, the 14th instant, All Claims must reach us before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by MELCHERS & Co.,

Hongkong, 1st November, 188'. NOTICE.

Hilk and Fire Crackers.

THE Undersigned respectfully inform the Foreign Merchants in Canton that for the past twenty years they have carried on business in silk piece-goods in Sai-Hing Street, Canton, under the chop signification of "TSUN SHING," and venture to believe that the superior quality of their goods have given universal satisfaction to their customers. In order to avoid possible imposition they have considered it indispensable to prefix to their designation the surname of the head of the firm, "CHAN" and henceforth the Firm's signification, in the silk branch, will be known as "CHAN TSUN SHING."

Further, in respect of the Fire Cracker branch, which hitherto has been carried on under the title of "MAEN SHING," under which we have facture, has maintained its pre-eminent position in the markets of the United States of America; but lately numerous fraudulent imitations of necessitated, in the interests of the public, our establishing a new Fire Cracker brand that will hereafter be known as the "CONSTITUTION" Cracker. It will be recognised by our old NOS. 53, 55, 57, PEEL STREET, opposite established mark underneath, viz., No. 1 Golden Dragon chop and our new prefixed title "CHAN MARN SHING" at the bottom of the label of our

CHAN TSUN SHING, for Silk Branch. CHAN MAEN SHING, for Fire Cracker Branch. V.A. Fire Crackers without our brand as above, will not be genuine.

Canton, 1st November, 1888.

R'anto T Advertisements...

N EMERGENCY MEETING of the above LODGE will be held in FREEMASONS HALL, Zeiland Street, THIS EVENING, the 1st November, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited. Hongkong, 1st November, 1888.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

CHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent i before the 30th instant, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors, JAS. B. COUGHTRIE,

Secretary. Hongkong, 1st November, 1888.

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the MONDAY...

the 5th day of November, 1888, at 4.30 P.M., are published for general information. By Command,

Colonial Secretary. Colonial Secretary's Office, Hongkong, 27th October, 1888. [1094

FREDERICK STEWART,

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 4th day of November, 1888, at 4.30 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong,

for a term of 999 Years.

	,,,		·	· .		
	, e		•	Sale.	No. of	
	No. 1,206	Inland Lot		No.	Registry	
	Peak Road			Locality.		PARTICULARS OF THE
	339	• •	feet.	ww.	Mea	R\$ OF
	306		feet	S	Boundary Measurements.	
	126		feet	₩.	y nts.	LOT.
	32,000			Square ft.	Contents in	0.
• 1	148		4	Rent	Annual	
•	4,800		49	Price.	Upset	}

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED\$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES On GOODS '&c. Policies granted to all Parts of the world hayable at any of its Agencies. WOO LIN YUEN

Secretary. HEAD OFFICE, No. 2. QUEEN'S ROAD WEST. Hongkong, 1st February, 1882.

GENERAL NOTICE. THE ON TAI INSURANCE COMPANY,

(LIMITED.) CAPITAL TAELS 600,000, }

RESERVE FUND \$240,000.00. BOARD OF DIRECTORS. LEE SING, Esq. LO YEUR MOON, Esq. LOU TSO SHUN, Esq.

MANAGER.--HO AMEL ARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the at CURRENT RATES to all parts of the

HEAD OFFICE, 8 & 9, PRAYA WEST. Hongkong, 17th December, 1885.

To be Net.

TO LET.

N UNION CHURCH.

Apply to EDWARD GEORGE. Hongkong, 6th October, 1888.

TO LET. TO OOMS in "College Chambers," GODOWN in Ice House Lane, lately

occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August. DAVID SASSOON, SQNS & CR.

Hongkong, 12th July, 1888,

Intimations.

A. S. WATSON & Co., LIMITED.

A'N INTERIM DIVIDEND on Account of 1888, at the Rate of 61 Dollars per SHARE in the Capital of the Company, will be payable at the Hongkong and Shanghat BANK on and after the 5th November, on War-

rants to be obtained of the undersigned. The REGISTER of SHARES will be CLOSED from THURSDAY, the 1st November till MONDAY, the 5th November, both days inclusive, during which period no TRANSFER of SHARES can be registered.

By Order JOHN WILLMOTT.

Acting Secretary. Hongkong 27th October, 1888.

HONGKONG FIRE INSURANCE COMPANY, LIMITED. ADJUSTMENT OF BONUS FOR THE

YEAR 1887. CHAREHOLDERS in the above Company are requested to furnish the Undersigned

with a List of their Contributions for the year ending 31st December last in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be [1109] adjusted by the Company, and no claims or alterations will be subsequently admitted. JARDINE, MATHESON & Co.,

General Managers, Hongkong Fire Insurance Co., Ld. Hongkong, 15th October, 1888,

CANTON INSURANCE OFFICE, LIMITED. NOTICE TO SHAREHOLDERS.

DIVIDEND of \$2 per Share has this day been declared, being further interest on Capital to 31st December, 1887, at the rate of 4 per cent. per annum (making the total interest on Capital for 1887, 14 0/0) Warrants may be had on application at the above Office on and after MONDAY, the 29th

JARDINE, MATHESON & Co., General Agents. CANTON INSURANCE OFFICE, LIMITED. Horigkong, 27th October, 1888.

PROSPECTUS.

SINGAPORE HOTEL COMPANY, LIMITED.

INCORPORATED UNDER THE "INDIAN

COMPANIES' ACT, 1866."

CAPITAL: \$750,000 (with power to increase), divided into 7.500 shares of \$100 each, payable as follow :-

\$20 ON APPLICATION. \$20 ON ALLOTMENT, Futher Calls not exceeding \$20 each, to be made at intervals of not less than three months. (It is not expected that more than \$55 per share will be called up before the end of 1880.)

If no allotment be made, the deposit will be returned in full. fifteen at 600 yards. Two prizes.

Share Lists will CLOSE on 14th November,

DIRECTORS : WILLIAM ADAMSON, Esq., (Messrs. GILFILLAN WOOD & Co.) ANDREW CURRIE, Esq.,

(The Borneo Company, Limited) WILLIAM DOUGAL, Esq., (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.) Hon'ble J. FINLAYSON, M.L.C.

(Messrs, Boustead & Co.) J. P. WADE GARD'NER, Esq., (Manager, Hongkong & Shanghai Banking CORPORATION).

HON. H. W. GEIGER, M.L.C., (Agent, PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.)

W. E. HOOPER, Esq.; (Messrs. A. L. Johnston & Co.) O. MUHRY, Esq., (Messrs. Behn, Meyer & Co.)

THOS. SCOTT. Esq., (Messrs, GUTHRIE & Co.) TH. SOHST, Esq. (Messis, Puttfarcken & Co.).

C. STRINGER, Esq., (Messis. Paterson, Simons & Co.) BANKERS CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA; HONGKONG 'AND SHANGHAI'BANKING CORPORATION.

SOLICITORS: DONALDSON & BURKINSHAW

SECRETARY (pro. tem.)

JAMES KERR, Esq. HEAD OFFICE: SINGAPORE.

THIS COMPANY has been formed for the L purpose of supplying the want which has been felt for many years past, of a well-planned and well-fitted modern hotel of sufficient dimensions to accommodate the large and constantly well as supply, the great demand for temporary | scores in 'All-comers,' 'President's, and 'First' or permanent residential chambers.

Singapore is the chief town of the British Crown Colony of the Straits Settlements, and is this prize. Entrance fee, \$2.00. a leading place of call and coaling port on the East. It is moreover the centre of an extensive | Any Rifle, trade with India, China, the Dutch Indies, the

Philippines, Siam, and other countries. The present hotel accommodation in Singapore is quite inadequate, and it is proposed to acquire the fine site now partly occupied by the HOTEL de L'EUROPE, and build thereon a hotel of much larger dimensions, and greatly improved construction and arrangement. Fully detailed plans have been prepared and the engagement of a first-class Manager is already secured. Prospectus and Forms of Application may be sabove, are not allowed.

OF INDIA AUSTRALIA, AND CHINA, or Mr. D. than Thursday, noon, 8th November. McCulloch. McCullocu.

A certain number of Shares will be reserved. The above programme is subject to alteration. Applicants, which was a second of the second APPLICANTS FOR SHARRS WIll have to pay I per cent, extra for the difference in Exchange

between this Port and Singapore.

[12] Hongkong, 16th October, 1888,

Intintations.

WANTED.

TOR BANGKOK, TWO GOOD COM-POSITORS, Chinese or Portuguese, on a year's engagement.

Applicants may apply personally to THE HONGKONG TELEGRAPH" OFFICE. Hongkong, 31st October, 1888.

WITH PROFITS" POLICIES

STANDARD LIFE OFFICE

TAKEN OUT BEFORE 15TH NOVEMBER NEXT

will rank for two years Bonus at the next

DIVISION OF PROFITS.

Proposal Forms and Tables of Rates on.

THE BORNEO Co., Ld.,

Agents. Hongkong, 23rd October, 1888.

T TONGKONG RIFLE ASSOCIATION, PROGRAMME OF THE SIXTH RIFLE MEETING, TO BE HELD AT

> KOWLOON, FRIDAY, the 9th November,

SATURDAY, the 10th November, 1888. AGGREGATE VALUE OF PRIZES.

Competitions open to All-comers. I. ALL-COMERS.—1st Stage, distance 200 yards. 2nd Stage, distance 300 yards. No. o shots, seven at each. Entrance fee, 30 cents at each. Unlimited entries, but competitors not allowed to take more than one prize at each distance. 20 prizes, presented by the Associa-

tion; aggregate value, \$122.00. 2. ANY RIFLE.—Distance, 800 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes. 3. Association.—For Any Rifly.—Dish tance, 900 yards. No. of shots, ten. Entrance

fee, \$1.00. Two prizes. 4. CADET'S PRIZE.—Presented.—Open to pupils of Hongkong Public schools under 16 years of age. Rifle, Rook Rifle under 40 Cal. Distance, about 150 yards. No. of Rounds, 7 and one sighting shoot. Four prizes.

Competitions open to Members. PRESIDENT'S.—Distance, 300 yards. No. of shots, seven. Entrance fee, \$1.00. Three

6. Queen's 1ST STAGE.—Distance, 200, 500 and 600 yards. No. of shots, seven at each. Entrance fee, \$1.00. Three prizes. 7. QUEEN'S 2ND STAGE.—Distance, 500 and 600 yards. No. of shots, ten at 500 yards,

8. QUREN'S 3RD STAGE.—Distance, 800 and 900 yards. No. of shots, ten at each. Entrance fee, \$1 00. Two prizes. o. Ladies.'-Open to Lady Members or their nominees. Distance, 300 yards. No. of shots,

seven. Entrance see, none. Five prizes. Aggregates open to All-comers. 10. VOLUNTEER AGGREGATE.—Restricted to efficient Volunteers whose respective scores in the 'All-comers' make up the highest aggregates.

Entrance fee, \$1.00. Three prizes. II. CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service whose respective scores in the 'All-comers' make up the highest aggregates. Entrance fee, \$1 00. Three prizes. 2. POLICE. AGGREGATE.—Restricted to the members of the Police Force whose respective scofes in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Four prizes. 13. ALL-COMERS' AGGREGATES.—For competitors whose respective scores in the Any Rifle! and "Association! make up the highest aggregates. Entrance fee, \$1.00. Two prizes. 14. LONG RANGE AGGREGATE .- For competitors whose respective scores in the 'Any

aggregates. Entrance fee, \$1.00. Two prizes. Aggregate open to Members. 15. FAREWILL CUP.—Silver cup presented by the Civilian Members of the Hongkong Riffle Association. Open to the Officers of the 58th Regt., and to be won by the highest aggregate score made in the 1st Stage Queen's, Entrance

Rifle' and 'Association? make up the highest

16. NURSERY AGGREGATE.—Restricted to competitors who have never won a First or Second prize at any previous prize meeting in Hongkong and whose respective scores at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregates. Entrance see, \$1.00. Two

17. HANDICAP AGGREGATE.—For competitors whose respective scores (with monthly challenge cup points added) at 200 and 500 yards in the Queen's First Stage make up the highest aggregates. Entrance fee, \$1.00. Two prizes.

18. QUEEN'S AGGREGATES .- For competitors whose respective scores in the Queen's three stages make up the highest aggregate. Ist Stages 200, 500 and 600 yards, 2nd Stages 500 and 600 yards. 3rd Stages 800 and 900 yards. 1st Prize, Silver Cup presented, value \$100. 9 money prizes, value \$100. 'And in connection with the above, 3 EXTRA

Money PRIZES for aggregates in 1st, 2nd, and Also, A MATCH RIFLE with 300 rounds of growing passenger traffic through Singapore, as ammunition, presented, for the competitor whose and Second Stages make up the highest aggregate. Winner of Cup excluded from taking

SWEEP-STAKES at Running Man and Vanishing great steam lines of communication with the Far | Target Open to all-comers during the meeting. Pools at 200, 500 yards and Saucer. Open. to all comers, M.H. Rifle or Carbine.

Conditions &.c. r. To avoid delay, intending competitors are strongly, advised to enter and obtain tickets for the various competitions, before the date of the meeting. Application to be made to the Hon-Secretary, Hongkong Club.

2: Post entries will be accepted on the ground. 2 Sights. Paper or sliding wind-gauges on had at any of the Agencies of the Company's Persons wishing to join the H.R. Association Bankers, the Hongkong and Shanghai Bank- | should send their names, with that of proposer ING CORPORATION and the CHARTERED BANK and seconder, to the Hon. Secretary not later

Entrance fee \$5.00. Ladies \$1.00. by the Directors for Allotment to Hongkong | Programmes will be issued in the course of two for three weeks. A SHELTON HOOPER.

[1025 | Hongkong, 8th October, 1888.

Hon. Secretary.

HONGKONG CLUB

Masonic.

ZETLAND LODGE

REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL Zetland Street, on SATURDAY NEXT. the 3rd November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited. Hongkong, 30th October, 1888.

For Sale.

CUSTAVE GIBERT'S

"FAVORI" EXTRA DRY | \$21 " 2 " pts.

GERMAN BEER.

BRAUEREI "ZUR" EICHE," KIEL \$7.25 per Case of 4 Dozen Quarts.

Sole Agents. Hongkong, 16th October, 1818

FOR SALE,

WATERBURY WATCHES,

\$3 PRICE THREE DOLLARS EACH \$3 REPAIRS NEVER EXCEED 50 CENTS for each Watch. THE MITSUI BUSSAN KAISHIA (Sole Agents in Japan and China

for the Sale of the above Watches,) 10, QUEEN'S ROAD CENTRAL, Opposite Marine House. Hongkong, 20th August, 1888.

FOR SALE.

CACCONES' SHERRY: PORT, CLARETS. BURGUNDY, HOCKS, CHAMPAGNES.

LUBRICATORS. SINGER'S SEWING MACHINES. COOKING STOVES, SCALES.

BICYCLE WHEELS for JINRICKSHAS. SODA WATER MACHINERY.

W. G. HUMPHREYS & Co., Bank Buildings.

NOTICE.

COMPANY, LIMITED. THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

London, says 1 "It is the best Disinfectant in use." W. G. HUMPHREYS & Co.,

MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars's Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES, and SPYGLASSES. No. 8, Queen's Road Central. [607]

F. Blackhead & Co.

GENERAL COMMISSION AGENTS.

(Oppostis Pedder's Wharf).

RAHTJEN'S GENUINE

THE BOTTOMS OF IRON SHIPS. CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST

ROTTING, DECAY, &c., of WOOD. CHR. MOTZ & Co., BORDEAUX, CLARETS IMPERIAL CHAMPAGNE,

PLENSBURG STOCKDEER, ENGINEERS AND BLACKSMITHS TOOLS AND EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

第二十八年,1915年,1915年,1915年 REASONABLE PRICES ALL KINDS OF C O A LIS

SUPPLIED AT THE SHORTEST NOTICE

[1016 | Hongloom, 1st January, 1884,

FOR SALE,

CHAMPAGNE, BLUE SEAL. "FAVORI" DRY 1 \$20 per 1 dor. qts.

EDUARD SCHELLHASS & CO.

WHOLESALE AND RETAIL,

the Handiest, Cheapest, and Best Time-keepers invented.

AT WHOLESALE PRICES.

BRANDIES, WHISKIES. "EMPIRE" ALE and STOUT. MACHINERY, GAS ENGINES, "EMPIRE"

PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES. JUVENILE VELOCIPEDE" HORSES and TRICYCLES.

JEYE'S SANITARY COMPOUNDS. Apply to

Hongkong, 20th September, 1888.

JEYE'S SANITARY COMPOUNDS

Sir Robert Rawlinson, C.B., C.E., Chief Sanitary Engineer, Local Government Board

Bank Buildings, Hongkong, 1st October, 1838. CHS. J. GAUPP & CO., MHRONOMETER, WATCH, and CLOCK-

INTIMATION

SHIP-CHANDLERS," SAIL-MAKERS,

PROVISION MERCHANTS. NAVY CONTRACTORS,

No. 11. Praya Central.

LA GRANDE MARQUE.

Commercial.

TO-DAY. THE SHARE MARKET.

5 o'clock. A good deal of business has been put through to-day, but as it has not been altogether of a reliable character we think it best to hold details over until to-morrow. Latest quotations are as under.

CLOSING QUOTATIONS. Hongkong and Shanghai Bank-1521 per cent. premium, sales and buyers. Union Insurance Society of Canton-\$85 per share, sellers.

China Traders' Insurance Company-\$68 per share, sellers. North China Insurance—Tls. 285 per share,

Canton Insurance Company, Limited-\$97 per share, buyers. Yangtsze Insurance Association-Tls. 96 per share; sales and sellers. Chinese Insurance Company—\$165 per share.

On Tai Insurance Company, Limited—Tls. 150, Hongloog Fire Insurance Company -\$332 per

China Fire Insurance Company—\$73 per share, Hongkong and Whampon Dock Company, 361 n ir cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co. 🕒 -\$215 per share, sales and sellers. China and Manila Steam Ship Company-123 per share, buyers. Hongkong Gas Company-\$135 per share, sellers.

Hongkong Hotel Company,-\$165 per share, Indo-China Steam Navigation Company, Limited—17 per cent. dis., sellers.

Douglas Steamship Company-\$54 per share, China Sugar Refining Company, Limited-\$182 per share, sellers.

Luzon Sugar Refining Company, Limited-\$95 per share, sales and sellers. Hongkong Ice Company—\$84 per share, buyers. Hongkong and China Bakery Company, Limited, -\$80 per share. Hongkong Dairy Farm Co., Limited-\$12} per

share, sellers. A. S. Watson & Co., Limited-100 per cent. premium, sellers. Chinese Imperial Loan of 1884 B-3 per cent.

Chinese Imperial Loan of 1884 C-5 per cent. premium, buyers. Chinese Imperial Loan of 1886 E-11 per cent.

Hongkong Rope Manufacturing Company, Limited-\$80 per share, buyers. Perak Tin Mining and Smelting Company-\$5 per share, nominal,

Punjom and Sunghie Dua Samantan Mining Co. -\$107 per share, sellers. Hongkong and Kowloon Wharf and Godown

Company-58 per cent. premium, sales and Tonquin Coal Mining Co .- 95 per cent. premium,

The Hongkong High-Level Tramway Co., Limited—225 per cent. premium, nominal. The East Borneo Planting Co., Limited-\$46 per share, sellers. Cruickshank & Co., Ld., -\$50 per share, sellers.

The Steam Launch Co., Limited-5 per cent. premium, sellers. The Austin Arms Hotel and Building Co., Ltd. -45 per cent. dis., nominal.

EXCHANGE.

On LONDON.—Bank, T. T.3/01 Bank Bills, on demand3/of Bank Bills, at 30 days' sight3/of Bank Bills, at 4 months' sight ... 3/14 Credits at 4 months' sight3/11 Documentary Bills, at 4 months' ...

sight3/14 Bank Bills, on demand......3.80 Credits, at 4 months' sight'......3.95 On India, T. T.....223 On Demand......2232 ON SHANGHAL-

Bank, T. T......721 Private, 30 days' sight721

EXPORT CARGO.

Per Neckar, str., for Beyrouth.-4 cases Glass Bangles, and t chest Tea. For Port Said .-- 2 boxes Fire Crackers. For Alexandria.-to cases Essential Oil. For Genoa. -30 boxes Staranisced, and 5 packages Tea. For Amsterdam, -6 cases Merchandise. For London.-75 cases Essential Oil, and 7 cases Merchandise. For New York .- 9 cases Silk Goods, 25 bales Silks, and I box Blackwood Ware. For Copenhagen. -2 cases Sundries. For Rotterdam.-38 packages Merchandise. For Buenos Ayres. -- 20 Cases Curios. For Hamburg: -- 595 packages Mer-Crackers, 1,000 cases Cassia Buds, and 7 cases Activ, Danish steamer, for Hoihow. Curios. For Bremen. -228 rolls Matting, 9 cases | Frejr, Danish steamer, for Haiphong, Bristles, 3 cases Silks, 1 case Ivory Ware, 10 | Figaro, German bark, for Bangkok. cases Essential Oil, 3 cases Sundries, 513 packages Tea from Foochow, and 4 cases Cigars from Manila. For Bremerhaven.-58 cases Merchandise, and I box Silk Goods.

OPIUM MARKET.—THIS DAY.

· · · · · · · · · · · · · · · · · · ·
NEW MALWA, per picul \$675
OLD MALWA, per picul
NEW PATNA, (without choice) per chest \$5674
NEW PATNA, (first choice) per chest \$570
NEW PATNA, (bottom) per chest \$580
NEW PATNA. (second choice) per chest \$565
NEW BENARES, (without choice) per chest \$553\$
NEW BENARES, (bottom) per chest \$5632
OLD BENARES, per chest \$5585
OLD BENARES, (bottom) per chest \$568
NEW PERSIAN (best quality) per picul \$630
OLD PERSIAN (best quality) per picul \$600
OLD PERSIAN (second quality) per picul \$580

HONGKONG TEMPERATURE.

Narometer—o s	To-		30
Barometer—1 1	LTL	************	
Harometer—4 i). Ma		
Thermometer -	4 R.M	***********	********
Thermometer-	I D.M.		
i Dermometer –	*A D. KL		1
Thermometer-	o s.m. (Wet bu	b)	*******
Thermometer -	D.m. Wet bu	ib)	******
hermometer -	4 D.m. (Wet bu	lb}	
Dermomator	Marimum		
hermometer-	Minimum (over	night)	*****

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		RE	GIS2	ER.			*1
_	31st	October,	1888.	-At 4	p.m.		
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1st November, 1888 -At 10 a.m.

STATION.	Harmetor red, to sea level and ya o Fahr.	Tempera. ture	Humidity.	City City City City City City City City	Porce P.	Westher,	A to the second
Wladivostock Foklo Nagadaki Shanghai Amoy Hongkong Halphong Itolinao Manila	30.48 30.08 30.07 30.03 30.05	10 68 71 77	61 95 61 7*	NW SMB SW SE	3 2 2 3 3 1 2 8	مرمة مرماة ة م	8++ 8++ 8++ 94+ 8++ 8++ 8++ 8++

The barometer has fallen alightly in China and risen in Luzon. Gradients are rather slight for north-east winds. The weather is clear over the whole area. It is rather warm and comparatively.

tentarometer reduced to level of the sona in inches, tenths and bundredths, 's—Temperature in the shale in degrees, Fahstonheit, 1—Humidity in percentage of saturation, the humidity of air saturated with moisture being too. 4—Direction of the wind to two points, 5—Force of the wind according to lieaufort scale. 6—State of the weather, 6 little sky, 2 Detached clouds, of Drieding rain, 7 Fog. 4 Glooper, 4 Hail, 4 Lightning, 9 Overcoot, 7 Parting showers, 7 Speakly, 7 Rain, 8 Snow 1, Thunder, 7 Visibility, 10 Comments, w. Donnesen, tenths and loundredths.

Honorkoon Characters and Marramban 1999. Hongkong Observatory, 1st November, 1888.

· MAILS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer City of New York, with the American mail of 9th ultimo, left Yokohama on the 30th for this port, and may be expected here on or about the 5th.

THE CANADIAN MAILS. The Canadian Pacific steamer Batavia, with the Canadian mail, left Yokohama for this port vid Shanghai on the 26th ultimo.

minster, lest Vancouver on the 22nd ultimo for Japan and China. The Canadian Pacific steamer Parthia, with the Canadian mail, left Vancouver on the 26th

The Canadian Pacific steamer Duke of West-

STEAMERS EXPECTED.

ultimo for Japan and China.

The Navigazione Generale Italiana Co.'s steamer Bormida, left Singapore on the 25th ultimo, and is expected here on the 1st instant. The E. & A. S. S. Co's steamer Tannadice, lest Port Darwin for this port on the 23rd ultimo, and may be expected to arrive on the 2nd instant.

The D. D. R. steamer Bellona, from Hamburg, left Singapore on the 27th ultimo, and is expected here on the 3rd instant,

The Ocean Steamship Co.'s steamer Bellerophon, from Liverpool, left Singapore on the 27th ultimo, and is expected here on the 3rd instant. The Austro-Hungarian Lloyd's S. N. Co.'s steamer Elektra, from Trieste, left Singapore on the 29th ultimo, and is expected here on the 4th

The 'Glen' line steamer Glencoe, from London, left Singapore on the 20th ultime, and is expected here on the 4th instant.

The P. & O. S. N. Co.'s steamer Kashgar, left Bombay for this port on the 27th ultimo, and is expected here on or about the 12th instant.

NORDEN, Norwegian steamer, 1,367, Nielsen, 31st Oct.,-Kutchinotzu 26th October, Coal. Mitsui Bussan Kaisha, RYNDA, Russian Corvette, Captain T. Avellan,

1st Nov.,-Shanghai 26th October. CANTON, British steamer, 1,110, J. Bremner, 1st Nov.,-Shanghai 26th October, Amoy 30th, and Swatow 31st, General.-Jardine, Matheson & Co.

SACHSEN, German steamer, 2,874, C. von Gossel, 1st Nov.,-Bremen, and Singapore 27th October, Mails and General,-Melchers. & Co.

SARTHE, French steamer, 470, Gehuede, 1st Nov.,-Iloilo 27th October, Sapanwood.-A. R. Marty.

PARSHAN, British steamer, 835, J. Young, 1st Nov.,-Bangkok 22nd Oct., General.-Hop Hing Hong. CARISBROOKE, British steamer, 973, R. Cass, 1st

Nov.,-Saigon 24th Oct., Rice, Paddy, and Rice Flour.—Morris & Ray. PEKING, German steamer, 954, G. Heuermann, 1st Nov., -Whampoa 1st Nov., General.-

Siemssen & Co. KWONGSANG, British steamer, 985, Sellar, 1st Nov.,-Chefoo 27th Oct., Peas.-Jardine,

Matheson & Co. HOW-FA, British steamer, 1.155, F. W. Phillips, 1st Nov., -Koh-si-chang 25th Oct., General. -- Scottish Oriental S. S. Co.

CLEARANCES AT THE HARBOUR OFFICE Pembrokeshire, British steamer, for Kobe, John M. Blaike, British ship, for Manila. Deepdale, British steamer, for Manila,

DEPARTURES.

October 31, Fidello, German str., for Whampog. October 31, China, German str., for Singapore. November 1, Duburg, German steamer, for November 1, H. Printzenberg, German bark,

for Ranjang (llorneo). November 1, Marie, German steamer, for Hai-November 1, Tsinan, British steamer, for Foo-

November 1, Alwine, German str., for Hoihow. November 1, Ravenna, British steamer, for Shanghai. November 1, Tolomon, British steamer, for Sin-

gapore, &c. November 1, Deepdale, British steamer, for

PASSENGERS-ARRIVED.

Per Cartsbrooke, str., from Saigon.-24 Chi-

Per Canton, str., from Shanghai, &c.-Mrs. Per Sachsen, str., from Bremen, &c .- Mr,

and Mrs. H. Kirchhof, Mr. and Mrs. Leong Keng Tong, Mrs. Magrath, Mrs. A. Dare, child and servant, Messrs. Verleysen, Bornemann, John Vine, R. Heyse, C. Solmoor, Th. Rothe, John Hayser, Cuolchan, F. Ebert, C. Vierordt, D. G. Burchardi, W. Bluthjen, L. Berrick, Wm. Gallagher, Gung Eng Seng, Chew Teng Hing, Chew Tock Choi, T. R. Young, Gung Hing, and Kwong Seng, and 349 Chinese.

DEPARTED. Per Duburg, str., for Salgoni -- 300 Chinese, Per Alavine, str., for Holhow.-100 Chinese, Per Marie, str., for Halphong,- 2 Europeans and 30 Chinese.

Per Despdale, str., for Manila - 2 Europeans. Per Trinan, str., for Sydney .- Mr. A. Downe. For Mclbourne.—Mr. and Mrs. Martin, TO DEFART.

Per John M. Blatke, ship, for Manila .- I. Europeans: Per Activ, str., for Holhow. -- 70 Chinese. Petilirejr, str., for Halphong .- 30 Chinese,

The German steamship Sachsen reports that she left Bremen, and Singapore on the 27th ultimo. During the last 3 days experienced light monsoon.

The British steamship Chow-fa reports that she left Koh-si-chang on the 25th ultimo. The first part of the voyage had strong head wind and heavy sea with rain squalls, and the latter part moderate breeze and fine weatherner

The Norwegian steamship Norden reports that she left Kutchinotzu on the 26th ultimo. On the 27th and 28th instant a gale was blowing from north-west with high confused sea; then fine north-east monsoon running down.

The British steamship Pakshan reports that she left Bangkok on the 22nd ultimo. Had moderate north-cast wind in the Gulf of Siam ; thence gale and continued rain to Cape Padaran; Gov. Goodwin, American ship, 1,459, S. Pray, thence to Paracels had strong north-east gale and mountainous sea with torrent squalls; from Paracels to Hongkong had moderate east-northeast wind and fine weather.

The British steamship Canton reports that she left Shanghai on the 26th ultimo. Had fine clear weather and moderate north-west breeze to Tung-ying; thence to Amoy fresh north. east monsoon. Left Amoy on the 30th. Had clear weather and moderate monsoon to Swatow. Lest Swatow on the 31st. Had fine clear weather and light north-west to port. In Amoy, H.M.S. Linnel, and the steamship Fokien. In Swatow, the steamships Thales, Kaifong, Sunkiang, Meefoo, and Choysang.

The British steamship Carisbrooke reports that she left Saigon on the 24th ultimo at 4 a.m.; passed Cape St. James at 9 30 a.m. Had strong increasing wind with heavy head sea; at 10.30 put back to Coccanut Bay, and anchored at noon. Next morning at 4.30 weather more moderate; proceeded at 3 a.m. on the 26th; abreast of Cape Padaran strong gale with very high sea; stood into Phanrang Bay, and anchored at 6 a.m.; at 9.30 a.m. on the 27th got underweigh again, and found strong wind and head sea along the coast; at 7 p.m. anchored in Binkang Bay. On the 28th at 7 a.m. proceeded again; at 1 p.m. abreast of Cape Varela had strong north-east wind and hard squalls with heavy showers of rain and high sea with weather very unsettled; thence to 17 north latitude experienced strong to fresh monsoon with heavy sea and hard squalls, attended with rain; thence to port moderate monsoon and head sea with fine weather; arrived here at 11 a.m. on the 1st

Post Office.

A MAIL WILL CLOSE

For Shanghai.—Per Sachsen, to-morrow, the 2nd instant, at 3.30 P.M. For Haiphong,-Per Clara, to-morrow, the

and instant, at 5.00 P.M. For Yokohama.—Per General Werder, on Saturday, the 3rd instant, at 0.30 A.M. For Straits and Bombay.-Per Deccan, on Saturday, the 3rd instant, at 11.30 A.M.

For Swatow.-Per Thales, on Saturday, the 3rd instant, at 5.00 P.M.
For Bangkok.—Per Kong Beng, on Sunday, the 4th instant, at 9.00 A.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.-Per Catterthun, on Monday, the 5th instant, at 3.30 P.M. For Straits Settlements.—Per Lydia, on Tues-

day, the 6th instant, at 11.30 A.M. For Straits and Calcutta.- Per Taisang on Tuesday, the 6th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 355, Revsbeck, 26th October,-Pakhoi 22nd October, and Hoihow 24th, General.—Arnhold, Karberg

CATTERTHUN, British steamer, 1,409, J. W. B. Darke, 30th Oct.,-Sydney 6th Oct., Brisbane 9th, Cape Moreton 13th, and Thursday Island 19th, Coal.—Russell & Co. CHINA, German steamer, 1,093, P. Haye, 30th

Oct.,-Amoy 26th October, and Swatow 20th, General -Bun Hin. (LARA, German steamer, 674), Christensen, 31st Oct.,-Haiphong 28th Oct., and Holhow

30th, General. - Siemssen & Co. CRUSADER, British steamer, 671, Ogston, 25th Sept.,-Manila 22nd Sept., General.-Socy

DECIMA, German steamer, 965, A. Dinse, 25th Oct.,-Bangkok 16th Oct., Rice and Gene-

ral.—Siemssen & Co. DECCAN, British steamer, 2,000, P. W. Case, 29th Oct.,-Bombay 10th October, and Singapore 21st, General.-P. & O. S. N. Co. FALKENBURG, German steamer, 989, H. Bantels, 11th Oct. - Saigon 24th Sept., Rice. - Mel.

chers & Co. FAME, British steamer, 117, A. Stopani.-Hong. song and Whampoa Dock Co.

FREIR, Danish steamer, 397, C. A. Lund, 30th Oct.,-Haiphong 28th Oct., General.-Arnhold, Karberg & Co.

GARLIC, British steamer, 4,205, Wm. G. Pearne, 30th Oct.,-San Francisco 30th Sept., and | failing and permanent cure. Yokohama 24th October, Mails and General,

—0. & O. S. S. Co. GENERAL WERDER, German steamer, 1,8:0, W. von Schuckmann, 26th Oct.-Nagasaki 22nd Oct., General.-Melchers & Co.

GLENSHIEL, British steamer, 2,240, Donaldson, 30th October,-New York 9th September, Gibraltar 22nd, Port Said 30th, Sucz 1st October, and Singapore 22nd, Kerosene Oil and General.-Jardine, Matheson & Co.

IOHANNES BRUN, Norwegian steamer, 585, R. Wesenberg, 30th October,-Newchwang 22nd Oct., General,-Ed. Schellhass & Co. CONG BENG, British steamer, 862; R. Jones, 30th October,-Bangkok 19th October, and Kohsi-chang 21st, Rice and General,-Yuen

Fat Hong,
LENNOX, British steamer, 1,413, J. Thearle, 30th
Oct.,—Sourabaya 19th Gctober, Sugar.—

Proprietors solitest its value. Adamson, Bell & Co. IAMOA, British steamer, 863, T. G. Pocock, 17th

Bell & Co. PILOT FISH, British steamer, 161, A. Stopani.-Hongkong and Whampoa Dock Co. 'Albano, British steamer, 1,505, W. H. Jackson, 28th Oct., - Calcutta 12th October, and Singapore 20th, General,-Jardine, Matheson & Co.

RAPHAEL, American steamer, 1,465, E. W. Harkness, 30th Oct.,-Nagasaki 28th Oct. Coal.-Order. STORE NORDISKE, Danish steamer, 596, E Suenson, 25th Oct.,—Cruise 14th October.— Great Northern Telegraph Co. THORBECKE, Dutch bark, 826, J. Knippens.

Melchers & Co. TRIUMPH, German steamer, 674, Pelivas, 31st Oct. Pakhoi 27th October, and Holhow 30th, General and Pigs.-Wieler & Co. VISAVAB, Spanish steamer, 406, J. de Ajubita 8th Oct., -- Manila, via Amoy 4th October, General Ban Ho.

30th Oct., Kema 1st October, Timber.

HONGKONG-SAILING VESSELS. ADOLPH, German bark, 867, E. Westergnard, 5th August,—Hamburg 19th April, General.—

CARRIER DOVE, British bark, 1,026, A. Forsyth, 7th Oct.,-Kobe 16th September, General

DIANE, Norwegian bark, 764. J. Petersen, 2nd Oct.,-Sourabaya 23rd August, Sugar.-ERLKOENIG, Chinese bark, 457, Opium Examina: tion hulk, Stonecutters' Island.-Chinese

Customs. FIGARO, German bark, 1,006, G. Heinzel, 6th October, -Singapore 12th Sept., Timber. --Melchers & Co.

FOOCHOW, Siamese brig, 300, O. C. S. Schmiegelow, 11th Oct.,—Bangkok 13th Sept., Timber.—Chinese. 1st Oct.,-Kobe 20th Sept., Coal.-Adam-

son, Bell & Co. GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 18th Sept.,— San Francisco 28th. July, Flour.—Russell & Co. HATTIE E. TAPLEY, British bark, 907, J. McCon-

nachy, 5th Sept., -Sandakan 15th August, Timber. -Gibb, Livingston & Co. HONOLULU, British ship, 1,599, Leavy, 2nd Oct., -Shanghai 24th Sept., Ballast.-Melchers

& Co. . H. G. JOHNSON, American bark, 1,027, Colby, 26th Oct.,-Keelung 23rd Oct., Coals.-Russell & Co. ITON, French bark, 542, Begnier, 10th October,

-London 20th May, General.-Melchers JOHN MCLEOD, British ship, 1,500, J. B. Stuart, 21st Sept.,-Hamburg 20th May, General. —Siemssen & Co.

JOHN M. BLAIKIE, British ship, 1,778, D. F. Faulkner, 8th Oct.,-New York 25th June, Kerosene Oil.—Order. LEADING WIND, American ship, 1,159, F. M.

Hinckley, 9th October,-New York 16th May, Kerosene Oil.—Russell & Co. MARY L. STONE, American ship, 1,420, Carver, 13th Oct.,—Shanghai 20th Oct., General,—

Pustau & Co. MONTIARA, German schooner, 75, Otto Kessler, 21st Oct.,-Yap (Caroline Island), 3rd Oct., General.—Siemssen & Co. NAUPACTUS, British ship, 1,399, Lovitt, 4th Oct.,

-Philadelphia tath May, Kerosine Oil.-P. N. BLANCHARD, American ship, 1,503, M. W. Blanchard, 25th Sept.,-Hiogo (Japan) 5th Sept., General.—Siemssen & Co.

Entimations

WANTED to purchase, in a good situation in Macao, Small FAMILY RESIDENCE commanding a sea-view. Price must be Moderate. Apply with full particulars, by letter only, to

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THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the sérvice of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.

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able boon the Lamplough's Pyretic Saling. It strikes at the root of disease, improving Digestion by clearing away obstructions from the Stemach, Liver, Kidneys, and flowels,

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THE GREAT BLOOD PURIFIER AND

RESTORER. TOR cleansing and clearing the blood from I all impurities. It cannot be too highly

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Cures Ulcerated Sores on the Neck. Cures Ulcerated Sore Legs, Cures Blackheads, or Pimples on the Face. Cures Scurvy Sores. Cures Cancerous Ulcers. Cures Blood and Skin Diseases.

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Clears the Blood from all impure matter, From whatever cause arising. Clarke's Blood Mixture is the only real Specific for Gout and Rheumatic pains, for it removes the cause from the blood and bones. As this mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to

THOUSANDS OF TESTIMONIALS. Clarke's Blook Mixture is sold in Bottles 2s, Oct.,-Foochow 14th October, Amoy 15th, 9d. each, and in cases, containing six times the and Swatow 16th, General.—D. Lapraik quantity, 11s.—sufficient to effect a permanent Clough and family, Mrs. Wylie, Miss Wills, Mr. PEMBROKESHIRE, British str., 2,637, Williams, by all Chemists and Patent Medicine Vendors 31st Oct.,-London 12th Sept., and Singa- throughout the world. Proprietors, the Lincoln pore 23rd October, General.-Adamson, and Midland Counties Drug Company, Lincoln, England. Trade Mark-" Blood Mixture."

> CAUTION. Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless. imitations are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-lamed Blood Mixture," blown in the Bottle, without which none are Genuine. The state of the state of

ONE BOX OF CLARKE'S B 41 PILLS is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or DUNKER COALS can be supplied to any constitutional), Gravel and Pains in the Back, Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medito the Undersigned, cine Vendors throughout the World. Proprietors. The Lincoln and Midland Counties Drug Company, Lincoln, England.

STEAMERS EXPECTED IN HONGKONG. STEAMERS. FROM. DATE DUE. AGENTS.

Bormida...... Singapore November 1st Carlowitz & Co. Tannadice Port Darwin November and Russell & Co. Bellerophon Liverpool ... November 3rd...... Butterfield & Swire. Elektra
City of New York
San Francisco
November 4th...... Austro-Hung Lloyd's Co.
November 5th...... Pacific Mail S. S. Co. Batavia Vancouver November 5th...... Adamson, Bell & Co. Knshgar...... Bombay........... November 12th P. & O. S. N. Co. Duke of Westminster Vancouver November 18th Adamson, Bell & Co Parthia Vancouver November 22nd Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
į.			
London,&c., via Sucz Canal Bremen, via Ports of Call. Havre, L'don, via Sucz Canal Havre and Hamburg, &c Trieste, via Straits, &c San Francisco, via Y'hama San Francisco, via Y'hama Vancouver, B.C., via K., &c. Sydney, Melbourne, &c Calcutta, via Straits Stfaits and Bombay Bangkok Yokohama, via N'saki. &c. Yokohama, Kobe, &c Shanghai Shanghai Shanghai Shanghai, via Amoy Swatow	Palamed Lydia Elektra City of New York Gaelic Batavia Catterthun Taisang Deccan Kong Beng Verona General Werder Peking Sachsen	Melchers & Co. Butterfield & Swire Siemssen & Co Austro-Hung Lloyd's Co. Pacific Mail S. S. Co O. & O. S. S. Co Adamson, Bell & Co Adamson, Bell & Co Jardine, Matheson & Co. Jardine, Matheson & Co. P. & O. S. N. Co Yuen Fat Hong P. & O. S. N. Co Melchers & Co Melchers & Co Butterfield & Swire	Nov. 17th, at 3 p.m. Nov. 7th, at 3 p.m. Nov. 15th, at 3 p.m. Nov. 5th, at 4 p.m. Nov. 6th, at 3 p.m. Nov. 3rd, at noon. Nov. 4th, at 2 p.m. Nov. 11th, daylight.

Intimations.

TEW CARPETS and MATTINGS. Floor Oil Cloths and Linoleums. Coir Mats and Hearth Rugs. Table Linen and Napkins. Tea and Tiffin Cloths: Novelties in Antimacassars.

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12% to 3 P.M. every half hour. 3 to 7 P.M. every quarter of an hour. Special Cars may be obtained on application. Single Tickets are sold in the Cars : Five-Cent Coupons and Reduced Tickets at the Office of MACEWEN, FRICKEL & Co.

General Managers

SUNDAYS

CHURCH TRAM at 10.40 A.M.

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